Looking downstream at back of trial diversion dam on 9 Level. The dam is constructed across the Kellogg Tunnel just past (north) of the Barney Switch. The dam is made from sandbags, boards, and plastic tarps. Additional sandbags, boards, and tarps are stored to the right of the photo. The depth of water behind the dam is about 2 feet on the sides, and about 3 inches above the rail in the middle. The flow being dammed is about 1550 gpm. About 50 gpm was leaking through the dam, although this could be readily reduced by another layer of sandbags on the downstream face. The dam would have to be increased in height for higher flows. The reported construction time was 30 minutes.

Looking upstream at the face of the trial diversion dam.

Looking upstream at the face of the trial diversion dam.

Stockpiled dam building materials located to the side of the dam site. Materials consist of sand bags, boards, and plastic tarps.

Dammed water backing up the Barney Drift (right side photo) and draining down the Barney Vent Raise (left side photo). The top of the raise is located below the old ore car. The trial diversion dam is about 100 feet behind these photos.

Dammed water draining down the Barney Vent Raise. The top of the raise is located below the old ore car.

Looking upstream towards the bottom of the Barney Vent Raise on 10 Level. The bottom of the raise is about 200 feet up this drift. The debris and muck in the bottom of the drift accumulated when water drained into the raise to clean it out must have built up--then suddenly blew out carrying the debris with it. The diverted water is flowing across the top of the debris and muck. The depth of the debris increases towards the raise. At the back of this drift near the bottom of the raise the debris is up to within one to two feet of the ceiling. Removal of this debris would be very difficult. There appears to be adequate open space for water flow.